OXC - 4493
Copy 1 of 5

19 February 1963

25X1A MEMORANDUM FOR THE RECORD

SUBJECT : Trip Report [redacted] Negotiation

1. The meeting convened at 0915, ASZ-5. In attendance were:

25X1A [redacted]

25X1A

2. An introduction to the general areas of discussion was given by [redacted] followed by a description of the
25X1A camera system by [redacted] outlined areas that he felt should be emphasized by the contractor based on an analysis of a PERT chart that had been submitted. Probable areas in which schedule slippages may occur include Data Chamber, Stabilizer and Mount Breadboard, Programmer, and Thermal design. Detailed breakdown of Engineering Review is attached hereto as Appendix A. Appendix B contains additional information supplies by the contractor on Field Support, Ground Support Equipment for plant testing and field testing, Flight Test Program and Additional Specifications. These items will be included in the contract.

3. Back up lens is a 48" f/5.6 Baker design giving 140 lines/mm
25X1A AWAR. Beryllium mirrors are being ordered from two different sources, i.e., [redacted]

4. Shutter should not be a problem. I pointed out that we have had some recent unfortunate experiences with gyros and that this area should be examined carefully to ensure on time delivery of off the shelf gyros that meet specification.

5. It was agreed that there should be an Engineering Review meeting monthly at WADD for the next several months. I will attend these if possible.

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6. Negotiations resulted in a CPIF contract agreement with a [redacted] and a contract target price of [redacted]
25X1 with a [redacted] of incentive profit for the contractor.
25X1

7. Delivery of the flyable prototype is scheduled for August 1963 with flight test demonstration to follow this date and simulated environmental tests in the WADD facility to precede this date.

25X1A

[redacted]
Development Division
OSA-DD/R

Distribution:
1-DD/OSA w/att
2-C/DD/OSA w/o att
25X1 3-[redacted] w/o att
4-RB/OSA w/o att
5-DD (Chrono) w/o att
DD/OSA/ELT:rel

Append - A

25X1A

SCHEDULE/ENGINEERING REVIEW AT WPAFB 10-11 JAN 63. [redacted]

1. Vibration testing - The engineering model testing is essentially on schedule.

2. Lenses - The contractor has not ordered the full quantity of lenses. This is approximately 4 weeks late on the PERT chart and has no slack period for makeup. diffraction grtd, 48" f5.6 Glass ordered

25X1A

[redacted]

3. Mirror - The order of the mirrors is approx. 3 weeks late due to some redesign of the front mirror. This was caused by bringing the mirror assembly closer to the window to improve the configuration in the vehicle. There is no slack shown on the chart and this item will be a very tight schedule item in the program. In all probability a priority will be required in the mirror vendor shop.

No money

4. Shutter - The predesign of the shutter is approx 3 wks late. No slack is shown in the schedule and this is an area where additional manpower by the contractor can help make up schedule.

25X1A

5. IMC Drawing Release - Mr. [redacted] indicated release of the drawings should be in progress at the present time. Three weeks is available in the schedule for this item.

6. Film Transport Motors - The vendor of the torque motors will probably require priority to meet the schedule.

7. Film Transport Servo Design - This item is 3 weeks late due to lack of manpower. The personnel planned for this task are being utilized on Item 1 above. The schedule shows 3 wks slack time available.

8. Control Drive Circuit Design - This item is 1 week late, however, the schedule has 3 weeks slack time available.

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Co [redacted]

Re

9. Programmer - The interface data for the total programmer area is needed as soon as possible. This includes such things as mode selection, electrical connection interface, etc.. The chart shows this area 5 weeks behind schedule however 4 weeks slack time is available. Mode selection should be determined by the SPO and the electrical interface between the two contractors.

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Co [redacted]

Re Data Chamber INFO

10. Data Chamber - Interface data is needed as soon as possible to define those things to be recorded on the aerial film. LAC has a document in preparation, however they are two weeks in submitting this document with 4 weeks slack time available in the program. Hycon assumes the data chamber to be a very simple type and if a more elaborate recording system is required this can be a schedule holdup item.

25X1A GYROS

[redacted]

ON ORDER

11. Stabilized and Mount Breadboard - This item is 2 wks late and has no slack shown in the schedule. This is an area where manpower should be available to be applied. The gyros are on order, however, they may require a priority to meet delivery schedule.

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25X1A

[redacted]

12. Thermal - It is the firm opinion of the SPO that a full time thermal man must be applied to the camera program. At present Mr. [redacted] Sr. Mech. Engr.) is working part time in the thermal area. This man will be responsible for the total thermal problems which includes the mirror, the lens, the outside camera covers, working with the vehicle contractor as to compartment conditions, etc. [redacted] indicated this man will be assigned full time to the job.

25X1A

25X1A

[redacted]

13. Vibration and Dynamics - Again this area will require a full time qualified engineer to look at the total vibration and dynamic problem as it effects photographic resolution. This man will have to do such things as checking component detail drawings for proper callouts of gears, bearings, dynamic balancing, etc. he will also be responsible for the acoustical no. and induced vehicle vibrations on the camera to assure no photo subsystem loss. This technical area is without a doubt the weakest one area in the entire photographic industry where maximum resolution is being strived for. Every major national program has suffered severely from this one item.

25X1A

[redacted]

Appendix B

FIELD SUPPORT

Organization:

Field support will consist of seven field engineers operating at one domestic site. The engineers will provide complete support for installation of equipment, film loading, pre- and post-flight testing, installation of field modifications, periodic field maintenance, and processing of test flight material. The types of personnel are as follows:

Job Classification	Duties
(1) Field Engineer, Supervisor	Supervision and Administration
(1) Field Engineer, Senior	Supervision and Technical Direction of Maintenance
(1) Field Engineer, Special	Crew Chief
(4) Field Engineer	Maintenance and Processing

Training:

Prior to field assignment the field engineers will be assigned to a two-month, in-plant training program. The training program will include comprehensive training on operational theory, maintenance and testing procedures, and field installation and operation.

Contract:

A separate contract similar to OS-600 is recommended for field support. In-plant training may be supported by BC-550. Estimated funding requirements are as follows:

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In-Plant Training (Based on BC-550)	Number of Men	Number of Man Months	Monthly Rate	Amount